ESW Group

ADVANCED TECHNOLOGY FOR A CLEANER FUTURE®

Therma Cat™
Active Level III+ Diesel Particulate Filter System

Features

- CARB Level III+ verified
- Meets 2009 NO2 regulations
- Superior filtration efficiency of Particulate Matter (PM) greater than 95%
- HC & CO reductions greater than 90%
- Automatic filter regeneration
- System is suitable for permanent and multi shift operation
- Custom installation kits are available for almost all vehicles
- Double Wall construction for excellent thermal management
- The system is designed to operate on low duty cycles with low exhaust gas temperatures

Cost Effectiveness

- Regeneration occurs during normal operations with no impact on drivability or performance
- Self-cleaning filter system means active regeneration of Diesel particulate Filter without downtime
- Long time span between active regeneration events resulting in no observable fuel penalty
- Extremely compact design with few components for easy vehicle fit and installation

For a **cleaner future**,
choose the **ESW Group**.

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System Features & Function

The ThermaCat™ filter system is a combined technology comprised of a regeneration component by means of external fuel injection and a passive component by means of a catalytically coated filter substrate.

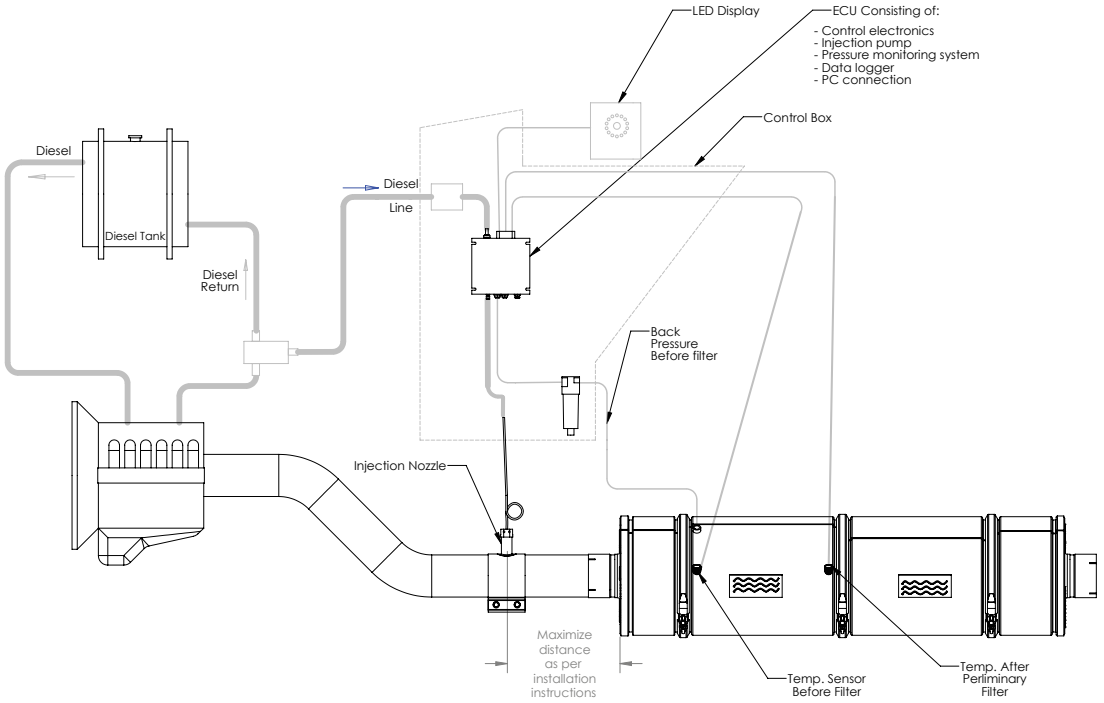
The system is intended to operate on vehicles with severe duty cycles, where low exhaust gas temperatures are predominant and traditional passive DPF system would not be suitable.

The ThermaCat™ filter regeneration is electronically controlled and occurs automatically during normal vehicle operation, transparent to the operator.

As long as the vehicle is operated at a sufficient load, i.e. with exhaust gas temperatures above 500ºF, the particulate filter will regenerate itself by means of the catalytic filter.

In conditions where the vehicle runs for longer periods of time without higher loads and the exhaust gas temperatures are below 500ºF, then the filter will accumulate soot particles and the system backpressure will increase.

Once the exhaust gas backpressure reaches a preset value the system automatically activates the diesel post-injection. The injected fuel into the exhaust stream is converted into heat which increases the diesel filter inlet temperature sufficiently to cause a burn off (regeneration) of diesel Particulate Matter.



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335 Connie Crescent, Concord, ON, L4K 5R2 Canada
Tel: 905.695.4141 **Fax:** 905.695.5014 **Email**: sales@ESWGroup.com **www.ESWGroup.com**
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